



Hartwell Innovation Park FINAL REPORT

PUBLIC OUTREACH AND COMMUNICATION

2021

Table of Contents

- 1 Executive Summary
- 2 Website Analytics
- 3 Monthly Reports
- 4 Public Outreach Session Reports
- 5 Conclusion



Executive Summary

Public Outreach

The Town staff invited stakeholders to virtual public forums to discuss the Constraints-Wet Lands & Avigation Easement, Design Guidelines, Market Feasibility, Sustainability, Transportation, and Zoning Bylaw proposed to guide future development of the Hartwell Innovation Park.

Our communication plan for the Hartwell Rezoning Initiative was designed to reach our target audience and provide information as well as solicit feedback on the deliverables. Using the power of multiple social media channels, we *aimed to drive engagement, increase awareness, and drive more traffic to our HIPLexington.com website for more information.*



September 2nd Meeting

Topic: Select Board, Planning Board and Economic Development Advisory Committee Joint Meeting

A collaborative and informative joint meeting of the Select Board, the Planning Board, and the Economic Development Advisory Committee on September 2nd regarding the Hartwell Rezoning Initiative process, staff from the Land Use, Health, and Development Department presented a refined initial work plan.

[Hartwell Rezoning Presentation](#)

Resources

Videos, presentations, and documents that were shared during HIP Virtual Public Outreach Sessions are available on www.HIPLexington.com.



HIPLexington.com

DRAFT ZONING BY-LAW



Town of Lexington, MA
Hartwell Innovation Park (HIP)
www.HIPLexington.com



Hartwell Innovation Park (HIP)
Amendments to §135, Lexington Zoning Bylaw
DRAFT 12.01.2020

Dear Members of the Lexington Community,

Thank you for your interest in the Town's effort relative to the Hartwell Innovation Park (HIP). The Project Team hopes that you will take some time to review the project website at www.HIPLexington.com, in addition to the DRAFT Hartwell Innovation Park (HIP) Bylaw. This document is being released for public review and comments. Questions, comments, edits, amendments should be sent to the Project Team at planning@lexingtonma.gov.

Document Notes

- The draft dated 12.01.2020 is an initial draft of the Hartwell Innovation Park (HIP) Zoning. This draft language is expected to evolve as public participation continues, and the Lexington community provides input.
- Town Meeting approved items presented in gray at the 2020-2 Special Town Meeting under Article 16 (Citizen Petition). Such approved language is shown for context.
- Sections that appear with a highlight are highlighted to ensure all section references are updated as the document is amended.
- Language indicated or strikethrough are amendments proposed to existing language that currently appears in the Lexington Zoning Bylaw or approved by Town Meeting pending Attorney General Approval.
- The Table of Use amendments will be released in mid-December.
- The permitting process and substantial requirements will be released in mid-January.

1. Purpose and Intent
2. Design and Site Development Standards
3. Application Review and Requirements
4. Review of Uses and Technology
5. Waivers
6. Compliance
7. Hartwell Innovation Park Review

[READ THE BY-LAW](#)

[ASK YOUR QUESTION](#)

PUBLIC OUTREACH

VIRTUAL DISCUSSION SESSIONS

Find presentations and documents that were shared during our Virtual Discussion Sessions.



September 2nd Meeting

Topic: Select Board, Planning Board and Economic Development Advisory Committee Joint Meeting

A collaborative and informative joint meeting of the Select Board, the Planning Board, and the Economic Development Advisory Committee on September 2nd regarding the Hartwell Rezoning Initiative process, start from the Land Use, Health, and Development Department presented a refined initial work plan.

[Hartwell Rezoning Presentation](#)

Hartwell Meeting

October 15, 2020



October 15th Meeting

Topic: Coffee Hour: Project Timeline

This new effort for the Hartwell Rezoning Initiative focuses on the development of new zoning and design guidelines that will work in parallel with transportation mitigation efforts. All while ensuring a collaborative effort that will result in extensive public outreach with commercial property owners, nearby neighbors, the Lexington community, and various boards and committees throughout the Hartwell Rezoning Initiative.

[Hartwell Rezoning Presentation: Project Timeline](#)



October 29th Meeting

Topic: Public Outreach I: Conservation & Avigation Constraints

As we start building a zoning bylaw, we have to think about protecting the streams, rivers, and wetlands in Lexington and the permitting process for activities that may affect Hartwell Innovation Park. In this session we presented existing conditions on Hartwell Avenue and Woodard & Curran presented innovative Approaches for Storm water in Planned Commercial Districts.

[Hartwell Rezoning Presentation: Conservation](#)

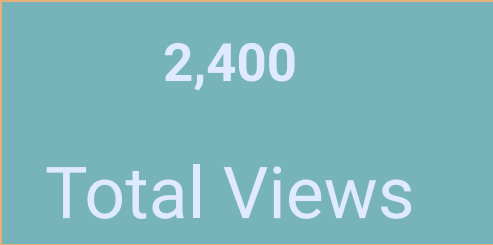
FAQ'S

Easily navigate to specific topics using the navigation below.

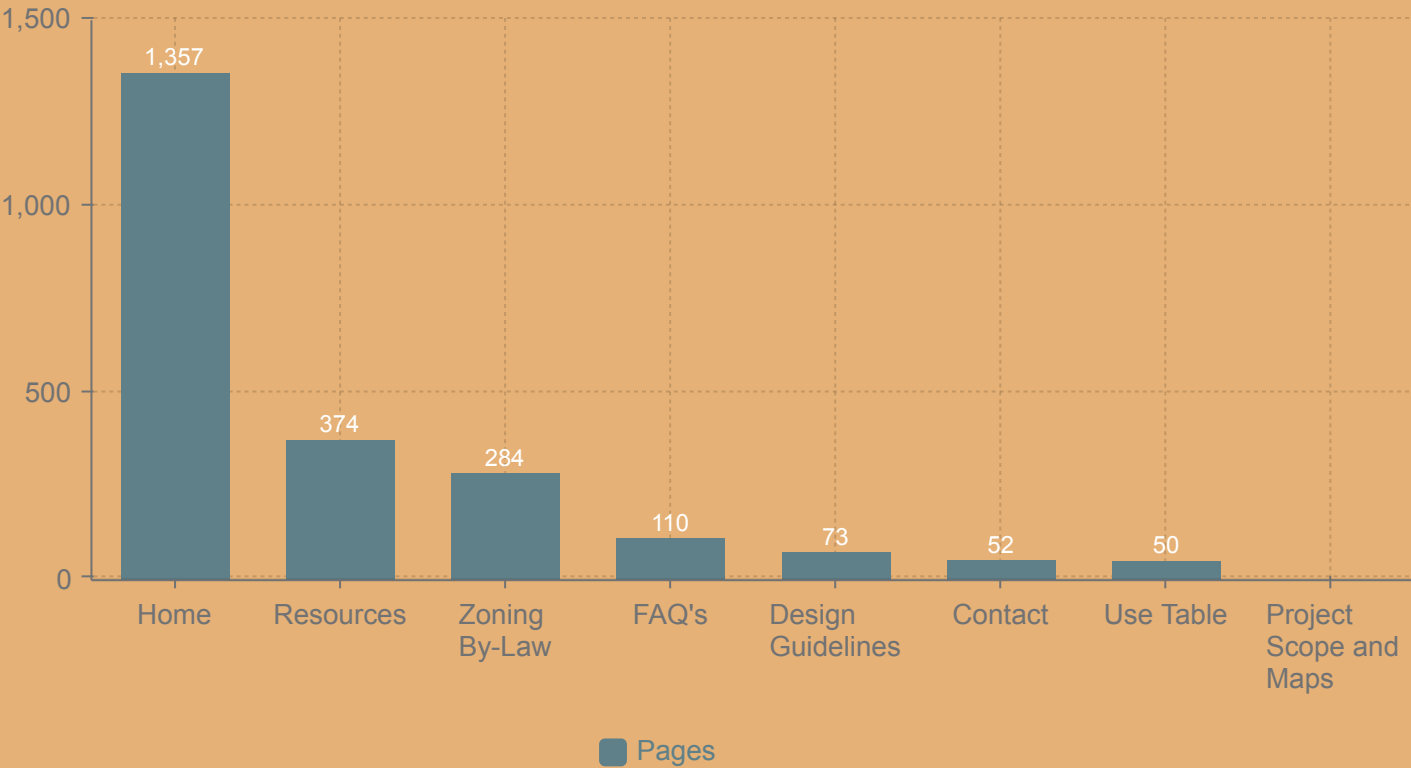
[PROJECT](#) | [CONSERVATION](#) | [DESIGN GUIDELINES](#) | [DRAFT ZONING BYLAW](#) | [SUSTAINABILITY](#) | [TRANSPORTATION](#)

Web Presence

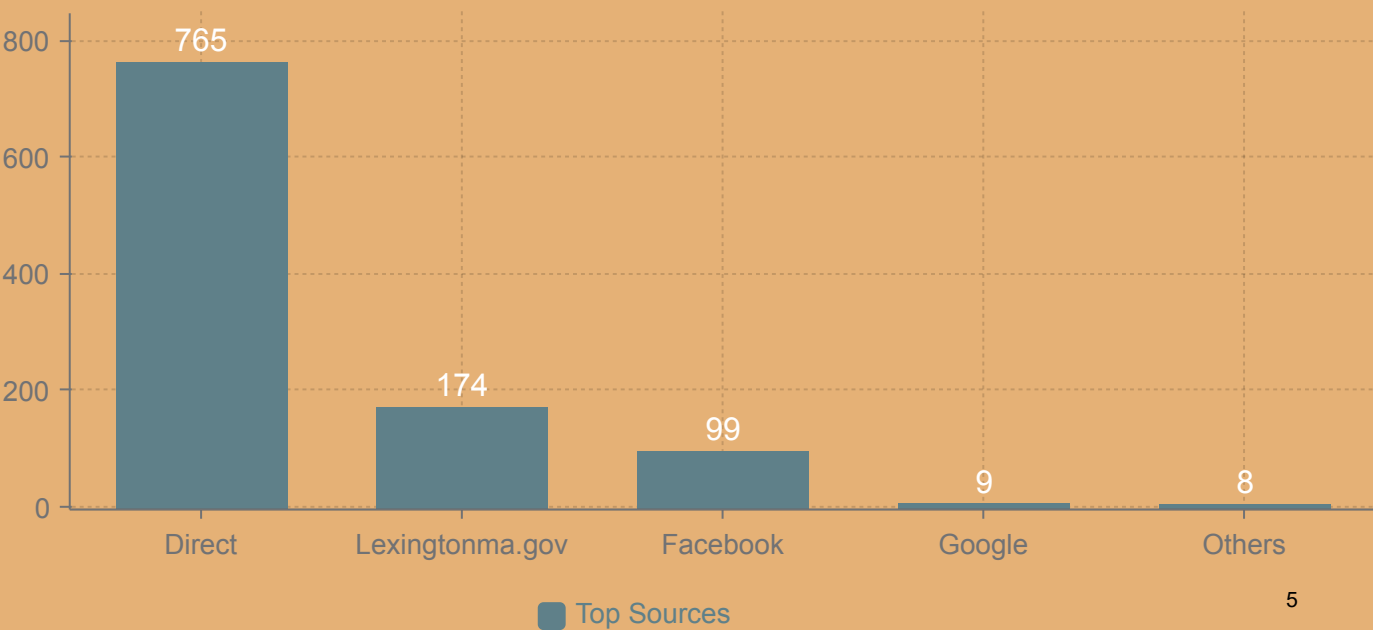
HIPLexington.com



Top Pages by View



Top Sources by Visit



MONTHLY SUMMARY REPORTS

September Status Report



HARTWELL INNOVATION PARK

Report Date: 7th October, 2020

Management Summary

- Present initial project plan to Planning Board, Select Board, and EDAC joint meeting on September 2nd (video captured by Lexmedia)
- Revise project timeline and plan with feedback. Present revised plan to the Planning Board and Select Board on September 14th (video captured by Lexmedia)
- Project public outreach timeline finalized (first public engagement session commencing October 15th)
- Project update communication sent to TMMA and the Lexington Community on/about September 11th and September 30th through the Public Information Officer

Highlights for the Month of September 2020

- Identified, narrowed scope, and budget for Communication Outreach Facilitator.
- Started marketing and designing collateral for the Hartwell Rezoning Initiative Project.

Focus Next Month, October 2020

- Start hosting open house mid-October and have sessions every two weeks (first session on October 15th)
- Start sending flyers and information through newsletter, TMMA emails, and emails to the neighbourhoods
- Develop presentations for November public engagement sessions and update Hartwell Rezoning Initiative website

Upcoming Milestones

- October 15th and 29th –community hours for public engagement, accompanied with a report out of each session (within 10 days of the session)

Key Stakeholder Meetings	Lead Status	Comments	Date
1) MassPort	Engaged	Update aviation easement map for the Hartwell Area	09/03/2020
2) EDAC	Engaged	EDAC took motion and voted on both Citizen's article and Staff efforts	09/30/2020
3) National Guard Armory	New/Engaged	PoC for the Armory and constant communication channel for updates regarding rezoning and transportation	9/11/2020
4) Representative Michelle Ciccolo	Engaged	Summary of the Hartwell Rezoning Initiative project, status of the transportation efforts, and review of efforts relative to Hartwell	10/01/2020
5) Ashok Patel	Engaged	Property updates and plan on redeveloping 440 Bedford St and 94 Hartwell as Life Sciences/small manufacturing	10/1/2020
6) TMMA	Open	Communication sent through the Public Information Officer – 09/11 communication recapped the 09/02 joint meeting and the 09/30 communication provided status of the project	9/11/2020 & 09/30/2020
7) King Street Property	New/Engaged	Procured updated list of Life Sciences (LS) tenants and current LS trends in Lexington	9/23/2020
8) EOHEd	New/Engaged	1) Connection to the Armory 2) Regular updates about the rezoning	09/03/2020

Key Dates	September	October	November
Community Outreach/Engagement Sessions	2 14	15 29	5 19
Marketing			
Key Stakeholder Communication	11 30	1 2	7

October Status Report



Report Date:

3rd November, 2020

Management Summary

- Project public outreach timeline finalized.
- Public engagement session October 15th, Topic: Project Intro. 50+ participants including staff. Video and presentation available on LexMedia and Town website.
- Public engagement session October 29th, Topic Conservation and Avigation Constraints. 50+ participants. Video and Presentation on Town website and LexMedia.

Highlights for the Month of October 2020

- Identified, narrowed scope, and budget for Communication Outreach Facilitator.
- Created new website platform and designing collateral for the Hartwell Rezoning Initiative Project.

Focus Next Month, November 2020

- Release HIPLexington.com website on November 10th Public Outreach Session
- Update of all HIP Maps, released on November 5th
- Release of DRAFT HIP Zoning By-law, November 30th
- Draft Design Guidelines, Use Table, and Draft Zoning Bylaw for Hartwell Innovation Park
- Send out post-cards to the neighbourhoods

Upcoming Milestones

- November 10th –community hours for public engagement, Use Tables and Design Guidelines

Key Stakeholder Meetings	Lead Status	Comments	Date
1) Chamber of Commerce	Engaged	Updated the Chamber about the upcoming Public Engagements. The Chamber has been adding the info to the newsletter.	10/21/2020
2) Hanscom AFB	Engaged	Provided Update about Hartwell, 25% Design. Received info about DCIP Grants, ADC announcements, and the Gate project. The Hartwell Gate has not received funding and the project is stalled for at least 3-4 years. The Concord Gate is getting reconstructed.	10/29/2020
3) MassDevelopment	New/Engaged	MassDevelopment PACE team will be coordinating with the Finance and Assessors office to identify development the can benefit from PACE. This includes assessing properties on Hartwell.	10/23/2020
4) City of Cambridge	New/Engaged	Discussed current Sustainability policies and structure. Summary of the Hartwell Rezoning Initiative project, and review of efforts relative to Hartwell	10/28/2020
5) City of Somerville	New/Engaged	Sustainability director and members of sustainable Lexington committee met with staff from the City of Somerville to discuss their green building policies. A key consideration they addressed is the need for staff capacity to implement whatever policies are put in place for planning and development.	10/19/2020
6) TMMA	Open	Meeting TMMA on November 5 th regarding Citizens Article	11/5/2020

Key Dates	October	November	December
Community Outreach/Engagement Sessions	15 29	5 10	1 7 14
Marketing			
Key Stakeholder Communication	1 2 27	5	8
Drafting and updates of Bylaw/Guidelines/Mapping		5 30	

November Status Report

Report Date:

4th December, 2020



Management Summary

- Participated in the TMMA engagement session November 5, Topic: Article 16 and 17
- Public engagement session November 10th, Topic: Design Guidelines. Video and Presentation on Town website and LexMedia.

Highlights for the Month of November 2020

- Released HIPLexington.com website.
- Released updated Hartwell Innovation Park (HIP) Maps and Ariel video of the Project area.
- Article 16th passed at the Special Town Meeting
- Sent out post-cards to the neighbourhoods regarding community engagement and the Hartwell Project

Focus Next Month, December 2020

- Released DRAFT HIP Zoning By-law, December 2nd 2020
- Draft and release the Design Guidelines and Use Table (December 14th 2020) for the HIP
- Survey property owners to get existing interest in redevelopment and input on the draft HIP Zoning Bylaw
- Place holder on the 2021 Annual Town Meeting Warrant for HIP Zoning Bylaw and Zoning Map amendments

Upcoming Milestones

- December 7th, Public Outreach Session Topic: Sustainability
- December 7th, Hartwell Ave Property Owner Meeting
- December 10th, Meeting with the Zoning Board of Appeals (ZBA)
- December 14th, Public Outreach Session Topic: Transportation
- December 16th, Meeting with the Planning Board regarding the draft HIP Zoning Bylaw and Table of Uses

Key Stakeholder Meetings	Lead Status	Comments	Date	
1) S&A Life Sciences	Engaged	Boston-based developer interested in development opportunity on Hartwell	11/16/2020	
2) Jones Lang Lasalle (JLL)	Engaged	Jll is now engaged to market 94-110 Hartwell by Ashok Patel.	11/20/2020	
3) Conservation Commission	Engaged	Discussed Draft zoning and timeline with the commission and received inputs on zoning map and other materials	11/30/2020	
Key Dates		November	December	January
		10	1 7 14 16	15 21
Community Outreach/Engagement Sessions				
Marketing				
Key Stakeholder Communication		2 27	7	
Release draft and updates of Bylaw/Guidelines/Use Tables			2 14	9

Status Report

Report Date:

5th January, 20201



Management Summary

- Public engagement session December 1st, Topic: Market feasibility and Design guidelines. Video and Presentation on website and LexMedia.
- Public engagement session December 7th, Topic: Sustainability. Video and Presentation on website and LexMedia.
- December 7th, Hartwell Ave Property Owner Meeting
- December 10th, Meeting with the Zoning Board of Appeals (ZBA)
- Public engagement session December 14th, Topic: Transportation. Video and Presentation on Town website and LexMedia.
- December 16th, Meeting with the Planning Board regarding the draft HIP Zoning Bylaw and Table of Uses
- December 17th coffee hour: Discussion on various topics related to Hartwell Rezoning Initiative

Highlights for the Month of December 2020

- Released DRAFT HIP Zoning Bylaw, December 2nd
- Released DRAFT HIP Use Table, December 14th

Focus Next Month, January 2021

- Release of revised DRAFT HIP Bylaw and Table of Uses
- Release DRAFT HIP Design Guidelines, January 21st

Upcoming Milestones

- January 7th, Public Outreach Session Topic: Draft Zoning Bylaw
- January 8th, Meeting with Sustainability Lexington
- January 15th, Virtual coffee hour
- January 21st, Public Outreach Session Topic: Final Zoning Recommendations
- January 22nd, Webinar: What's Happening in Lexington. Middlesex 3 Coalition

Key Stakeholder Meetings	Lead Status	Comments	Date
1) Property Owners	Engaged	Comments and suggestions for traffic mitigation, sustainability and zoning amendments	12/7/2020

Key Dates	November	December	January
Community Outreach/Engagement Sessions	10	1 7 14 16	7 15 21
Marketing			
Key Stakeholder Communication	2 27	7	
Release draft and updates of Bylaw/Guidelines/Use Tables		2 14	7 10 21

PUBLIC OUTREACH SUMMARY REPORTS



Summary of Public Forum Hartwell Avenue

Focus on: Market Feasibility and Design Guidelines

December 1, 2020

The Town of Lexington invited stakeholders to a virtual public forum to discuss the Design Guidelines proposed to guide future development of the Hartwell Innovation Park. There were 56 participants. Only two of these reported working on Hartwell Avenue or having done so in the past. Most (74%) report having driven through the area the last time they were there (as opposed to walking or biking).

There seemed to be a concern that the development would occur all at once and immediately rather than understanding that the zoning has been put in place so that if and when individual property owners decide to redevelop they are allowed to develop additional square footage within specific constraints and will be encouraged to follow design guidelines that include providing amenities especially to employees, but also to residents. As a result of being concerned about the development occurring all at once, as well as a recognition that traffic is increasing in the area due to other regional development, the **number one concern seems to be the potential traffic impacts.**

According to the forum's participants, the top **three most important features regarding the future "look" of Hartwell Innovation Park:**

- Green space, protect mature trees, nature paths
- Reflect a modern aesthetic (as opposed to the historic Town center)
- More condensed parking

"Hanscom is building up rapidly to avoid being decommissioned. Combined with building up Hartwell avenue, traffic will increase significantly. The traffic was already from bumper to bumper before pandemic on Hartwell Avenue and Wood St. during rush hour. What is the planned solution?"

A couple of participants offered design solutions to the anticipated increase in traffic (including a reconfiguration of Rt. 138 with a fly-over interchange to deliver traffic directly to the intersection of Hartwell and Maguire and creating two-one-way streets creating interstitial land area to be used for new development).

Additional concerns include:

- **Scale of the development:** *"The scale of the development is too big and will transform the character of the neighborhood too much (could we limit the building height so that development is more attractive and less transformative?)"*
- **Competition with Town Center:** *"It would seem like three of those options (restaurants, food trucks, and retail shops would directly compete with the businesses in the town center and other business nodes in town."*

- **Hope for cohesive sense of place:** *“I am hoping we can find ways that the individual improvements along Hartwell do not have to feel like singular entities rather than part of a complex “urban” fabric.”*
- **Keeping in mind New England weather when designing spaces:** *“Let’s not make the same mistake we made with the LHS design [and keep the weather in mind]- remember we are not in California.”*

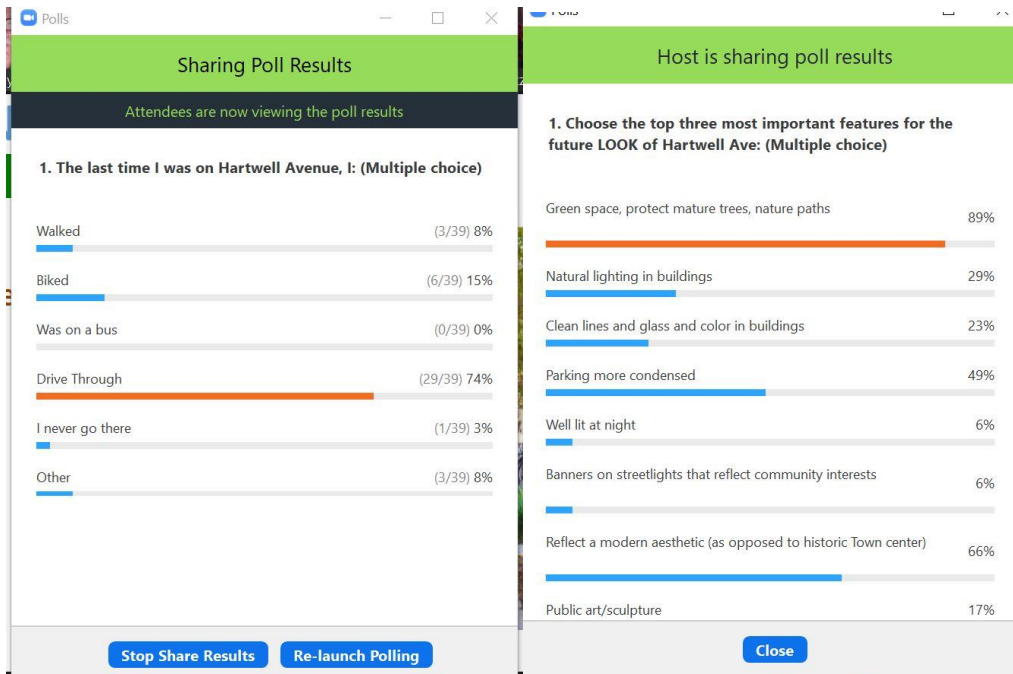
Participant questions included the following:

- *Will the tax revenue gained eliminate the gap between the residential tax revenue and the commercial tax revenue?*
- *Should 475 Bedford Street be removed as a potential parcel for development?*
- *What is the footprint (on average) needed by this data and AI industries and will they be able to be accommodated in this site with all its constraints?*
- *Is availability of amenities something for the town to provide or are they dependent on what the developers of the new building want to provide?*
- *Do the towns we are competing with already have these new facilities available?*
- *Is this correct, that restaurants and retail will only be within the new office and lab buildings, that there won’t be free standing restaurants or retail, as there are on district Avenue in Burlington?*
- *Would there be any way to introduce a Building Energy Use Disclosure Ordinance for HIP?*
-

According to the forum participants the following would **improve the Hartwell area?**

- *People who are not in cars*
- *A people oriented space!!*
- *We need housing*
- *Use landscape to integrate the variety of buildings and programs*
- *A wider right-of-way is needed to create bike lanes, bus lanes, wide pedestrian sidewalks, common area, seating and gathering spaces, restaurants and storm swails.*

Poll Results





Summary of Public Forum Hartwell Avenue

Focus on:
Sustainability

December 7, 2020

The Town of Lexington invited stakeholders to a virtual public forum to discuss issues of sustainability in the Hartwell Innovation Park district. The discussion was framed by four expert panelists who shared their experience and advise, helping to inform the discussion and answering specific questions. There were 54 participants.

Panelists:

Liz Galloway, Payette Associates
Hannah Payne, City of Somerville
Craig Lizotte, Mathworks
Ben Myers, V.P. Sustainability, Boston Properties

There seemed to be a great deal of interest in the topic of sustainability and in ways of ensuring that the redevelopment of the Hartwell Innovation Park area be done in ways that are most sustainable both for the natural and the built environments.

According to the forum participants the following should be considered in thinking about the **sustainability of the Hartwell Innovation Park:**

- *“Landscape with native plants to help sustain biodiversity of insects, birds, etc.”*
- *“Eliminate all gas-powered lawn maintenance equipment.”*
- *“Create a culture of buying second hand. Donating alone is not enough. We also need to expand the market for donated goods”*
- *“Increase building insulation requirements and use triple glazed and properly coated windows”*
- *“Strengthen noise and tree ordinances.”*
- *“Passive house” where insulation is critical”*
- *“Curbside compost collection, charge for garbage collection by volume/weight”*
- *“Sustainable landscaping standards/goals: protect natural areas, protect and encourage planting of native trees, maximize water quality of stormwater leaving site; minimize turf and promote use*

According to the forum’s participants, the top **three most important features regarding the future “sustainability of the built environment” of Hartwell Innovation Park:**

- Decrease emissions produced by buildings
- Maximize non-car transportation options
- Visible sustainability (e.g. solar, recycling)

According to the forum’s participants, the top **three* most important features regarding the future “sustainability of the natural environment” of Hartwell Innovation Park:**

- Decrease emissions produced by vehicles
- Manage Stormwater
- Prioritize native species in green spaces
- Maximize alternative non-car transportation options

Additional Comments include:

- *“Mature trees are most effective at sequestering carbon and storm water”*
- *“Emphasize the reduction of toxic discharge and storm water. That’s aside from mature trees and native species.”*

*NOTE: The POLL only allowed each participant to select one option.

of native plants which require less irrigation, less fertilizers and pesticides, and which provide wildlife habitat”

- *“Prohibit leaving DPW trucks idling for long periods when out on jobs”*
- *“Fume hoods should exhaust via air to air heat exchangers”*

Concerns include:

- **Increase in traffic and pollution** due to the increase in the number of trips generated by the increased square footage.
- **Ability of zoning and design guidelines to encourage sustainable practices**, also how to guide without being prescriptive, especially given the rapid pace of changes in technology

Additional concerns include:

- *“If we want to get to no fossil fuels by 2035 and are thinking that over the next ten years the existing buildings on Hartwell will be replaced then we need to make sure we are pushing the envelope for development.”*
- *“With up to 540 acres of lab/office spaces, there is no way we can have self-sustaining low-emission buildings even if you cover all of them with solar panels.”*
- *“We have plenty of wind offshore but it needs transmission lines”*
- *“There will be a large demand for water and there will be waste generated that needs to be disposed of. Are there any plans to deal with this?”*
- *“Utilities need to worry about the stability of the entire area and the capacity of the installed transmission lines so they can not respond to quick variations in sunlight or wind easily.”*

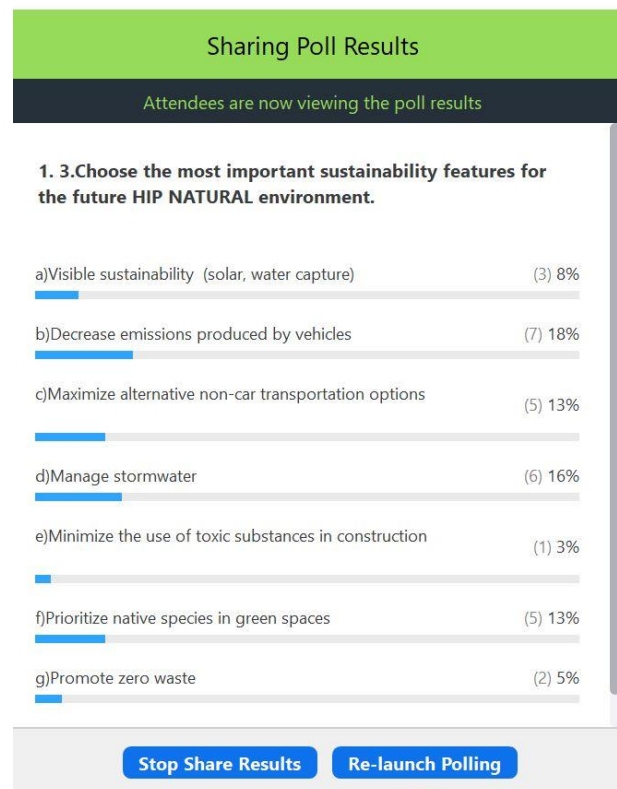
Participant questions included the following:

- *“What was the impetus for these buildings being built versus a traditional construction?”*
- *“Can the example of maximizing use of heat pumps with minimal use of Natural Gas as a supplemental system (Cape Cod) transfer to a commercial lab?”*
- *“What are chill beams?”*
- *“Can you comment on the use of provisions like the Green Score in Somerville's Zoning Ordinance as a way to incentivize sustainable landscaping while allowing for creativity and not being too prescriptive?”*
- *“Are you aware of any developments like HIP in our region that have implemented district heating or microgrids (local battery storage) and would building owners see such systems as a benefit / inducement to building at HIP?”*
- *“It sounds like technology for all-electric life science laboratory buildings is very much within reach, approximately how far off are we (in approx. years)?”*
- *“Is there an argument for putting in place more stringent sustainable incentives i.e. requiring buildings over 2 stories instead of 5 to be made sustainable?”*
- *“Can parking lot solar canopy significantly help on Net Zero? Is it counted as part of the building?”*

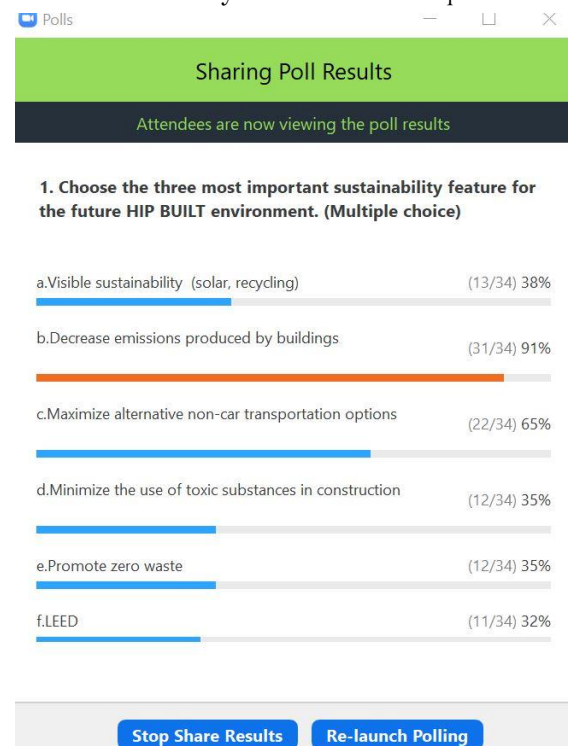
Poll Results



Participants were asked what they thought the breakdown of responsibility of emissions is in Lexington between buildings and transportation. Most participants thought that buildings were responsible for 56%, while transportation, for 44%. The actual breakdown is buildings for 66% and transportation for 44%. The remaining is due to other sources such as waste.



Unfortunately the Poll for the Natural Environment only allowed for one response.





Summary of Public Forum Hartwell Avenue

Focus on:
Transportation

December 14, 2020

The Town of Lexington invited stakeholders to a virtual public forum to discuss issues of transportation in the Hartwell Innovation Park district. The discussion was framed by three expert panelists who shared their experience and advise, helping to inform the discussion and answering specific questions. There were 56 participants.

Panelists:

Peter Sutton, State Bicycle and Pedestrian Coordinator, MassDOT

Eric Bourassa, Transportation Director, MAPC

Lisbeth Tibbits-Nutt, Manager of Communications, Research and Education, 128 Business Council

Forum participants reported **currently (pre and post-pandemic) commuting** in the following ways:

- 52% **drive** the whole way
- 24% **bicycle** (at least part of the way)
- 18% take **public transit** (MBTA, Lexpress) at least part of the way
- 6% **walk** (at least part of the way)
- None take a private shuttle

meeting with a recap of the previous week's forum that focused on sustainability. Sheila Page, Assistant Planning Director for the Town of Lexington then described the existing Hartwell

Forum participants selected the following as being the **three most important improvements to make regarding the future transportation of Hartwell Innovation Park:**

- Discourage vehicles from cutting through the residential neighborhoods
- More access to transit
- Safer access to the Minuteman Bikeway

Stella Carr, Director of Sustainability for the Town of Lexington opened the Avenue Overlay District and the opportunities that the new zoning for the Hartwell Innovation Park (HIP) offers.

There were some **concerns** expressed regarding the **increase in traffic** that redevelopment of the HIP is predicted to create.

Amanda Loomis, the Town's Town Planner stated that "the goal is to allow for diversity of redevelopment that will

support a mixture of uses that range in size (start-ups to established businesses), amenities for the uses. Additionally, the businesses we are looking to attract include a majority of businesses that do not utilize the typical 9:00 AM – 5:00 PM work day. Also, it is not expected to see all properties redeveloped, especially to the maximum allowed."

Both the Town and the panelists described the process as including requiring a Trip Reduction Plan and/or a Parking and Transportation Plan in order to obtain approval. Additionally, part of the negotiation with developers can include asking of them to meet specific mode shift goals and then offering them options desired by the community. Also they stressed that companies be

required to monitor and measure any changes in transportation mode shifts, holding them accountable to the stated goals.

Many of the participants offered their thoughts regarding **ways in which redevelopment could support reducing the number of trips in single-occupancy vehicles (SOV)**. These included:

- *“It’s important to think about **cyclist safety off the path**, which has not been a priority for Lexington. What’s the plan to encourage that in the zoning changes? Sharrows or unprotected bike lanes should not be our goal.*
- *“**Provide sidewalks** wherever needed to begin with, so that people feel connected. And this will definitely help people to think more about taking public transit.”*
- *“There is no way to get to Esquire Rd in Billerica – at least not in a reasonable way. Self-driving, network-connected, **shared electric vehicles** will change that down the road a few years.”*
- *“Hartwell is part of my daily bike commute. Strongly agree on the importance of protected infrastructure on roadways especially **“bike sheds”** that feed trails like Minuteman.”*
- *“**Encourage car pooling** by having employers group together and post car pooling opportunities to all employees in the District.”*
- *“Add **more points along the Rev Shuttle Route**.”*
- *“Is there a way to **require bus lane** on Hartwell?”*

Participants felt that the following would **most encourage them and people they know to commute** at least part of the way:

- More access to transit
- Safer pedestrian or bicycle route to work
- Having to pay for parking

According to the forum participants the following should be considered in thinking about the **transportation in the Hartwell Innovation Park**:

- *“We could **require that no more than X% of office and lab workers be physically on site each day**. Perhaps no more than 75%.”*
- *“**Safer access to the minuteman bikeway**.”*
- *“Hartwell and Bedford Streets have additional right-of-way which provide an opportunity for providing bike and pedestrian infrastructure. However the **intersections present a challenge** and need to be addressed.”*
- *“The present zoning specifies a minimum parking requirement. Should it also have a **maximum parking requirement**?”*

Concerns include:

- **Increase in traffic and pollution** due to the increase in the number of trips generated by the increased square footage.
- *“As a resident of **Bedford**, I’m sure you’re aware that many in the town are quite concerned about how the proposed HIP will impact **traffic** for us. I firmly believe that transportation levels*

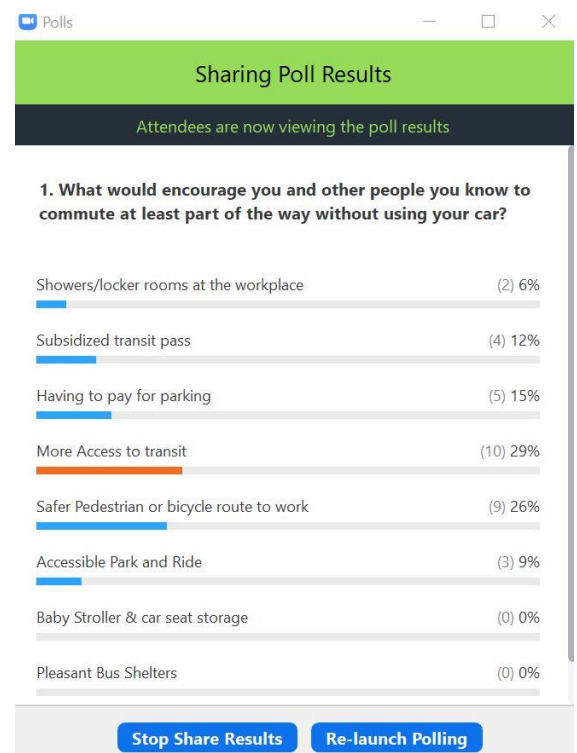
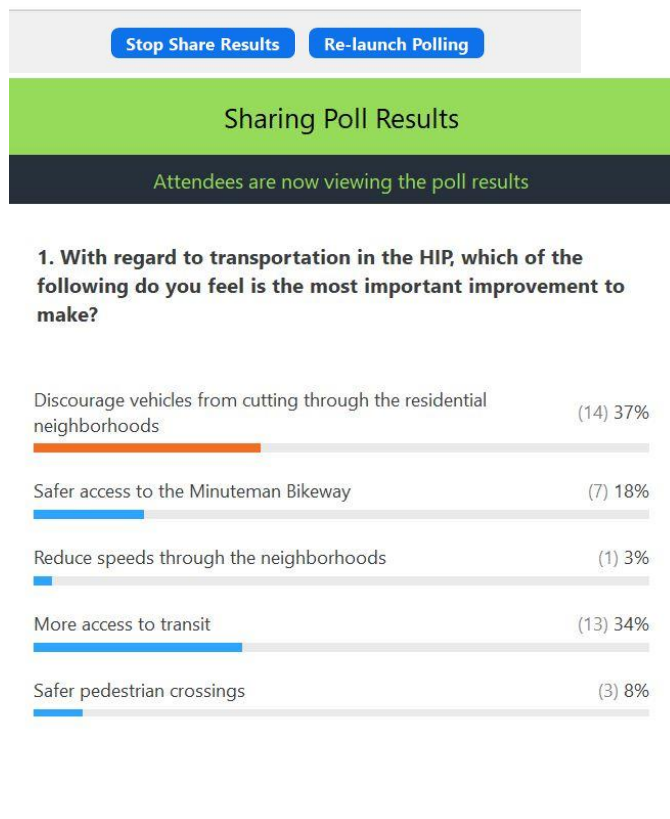
*and housing scarcity are inextricably linked, and so would like to know more about Lexington's plans around mixed use development that includes residential, particularly **"missing middle" housing.**"*

- *Do **the flexible barriers** need to be removed in winter and replaced in spring? Would our DPW have the capacity to do this every year? Is it too much of a burden for them?*
- *The Minuteman Bikeway and buses all run parallel to Mass. Ave. The Town needs to **develop a Town-wide Bicycle and Pedestrian Plan** to address the first mile/last mile missing connections. This is a priority for the Bicycle Committee.*
- *The MM path's use has increased significantly in recent years (which is great!) and on even dreary and cold days it can be pretty crowded with users, to the extent that it is becoming dangerous. It would probably benefit from an extra 2'-3' of width to allow people to safely pass others walking two abreast (as they naturally do). I notice the Bruce Freeman is about the same width. I realize these are old RR beds and so are dimensioned around that, but **are new paths that MassDot is building wider?***
- *Don't you think we need to change the zoning plan to **allow less building foot print** and reduce the number of stories allowed so that the traffic would be manageable?*

Additional **questions** included the following:

- *"How successful have we been at reducing single passenger car trips? Has there been a statistically significant reduction since this [Overlay District] was voted on by town meeting?"*
- *"Is it possible to add a paved path below the high voltage lines in the Hartwell area to provide cycling and pedestrian access to points north and south of the Hartwell zone?"*
- *"Could pedestrian overpasses be considered in the area, especially around the Hartwell/Bedford intersection?"*
- *"Even with money that may be available from the state, would Lexington ultimately be responsible for paying for the amenities and upgrades to the bike path the gentleman from MassDot is describing?"*

Poll Results





Summary of Public Forum Hartwell Avenue

Focus on:
Draft Zoning

January 7, 2021

The Town of Lexington invited stakeholders to a virtual public forum to review the Draft Zoning and related regulations that are proposed to guide the future development of the Hartwell Innovation Park district. Town Staff presented the main points of the proposed zoning and identified the constraints on the development (namely wetlands, floodplain and avigation easement for Hanscom). Additionally, public input to date was reviewed. There were XXX participants.

Amanda Loomis, Lexington's Town Planner explained that in addition to the proposed zoning a unique permitting process is being designed to ensure that as long as all the necessary steps are taken and paperwork submitted, that the project be reviewed within 60 days. Also that a maximum of two meetings be held with the Planning Board as much of the project work will be done with the Development Review Team ahead of time, thus saving time.

Stella Carr, Director of Sustainability for the Town of Lexington presented information and answered questions about issues of sustainability in the Hartwell Innovation Park, including the development of a Lexington LEED certification checklist to be used town-wide.

Sheila Page, Assistant Planning Director for the Town of Lexington presented information and answered questions regarding issues of transportation related to the existing Hartwell Avenue Overlay District, future plans for Complete Streets and permitting requirements in the HIP district as they relate to encouraging mode shifts (shifting from single vehicle occupancy travel to other modes of travel).

There was a question regarding the height of the buildings which range from 0' – 150' due to the avigation easement, will be an average of 130 feet from ground elevation.

Proposed Zoning provides opportunities, including:

- More contemporary work environment for employees
- Outdoor amenities for residents
- Improved pedestrian and bike infrastructure
- Increased taxes for Town
- Sustainable buildings
- Improved transportation options

Concerns include:

- **Traffic speed:** “the fact that the street is effectively 250 feet wide and unless that is changed, the street will always promote excessive speed”
- **Ability to reduce car-dependency** is a concern
- Regarding the Town review... **Conservation review** needs time also
- Protecting **animal corridors**
- Ensuring **sustainability** occur within the district
- **Deterring dumping** of waste in wetlands
- Ensuring **trees are replanted** even if not on same site

Suggestions offered by participants included the following:

- Connect to the **West Lexington Greenway Master Plan** (2011) to create connections to existing and potential walking trail opportunities that would benefit both employees and neighborhood residents
- Ensure that development in the HIP district **meet zero carbon goals within the district** by using an efficient heating system, solar and other renewable energy sources. Should not allow purchase of bio fuel and green electricity to offset inefficient buildings.
- When there is not enough **space to replant trees** on a given parcel, ensure that there is a way to directly plant those trees on other parcels elsewhere in the HIP
- Ensure that **sustainability language** doesn’t leave much wiggle room for developers (e.g. use must and shall)
- Create a safe way to **cross Bedford Street for pedestrians**
- Looking towards a more sustainable future, consider **increasing the number of electric charging stations**

Forum **participants liked best** about what the **proposed zoning intends to achieve at Hartwell Innovation Park:**

- Sustainability
- Walkability
- Creation of a coherent sense of place
- Incorporation of the range of constraints
- Pedestrian orientation
- Native planting
- That people can bike to work
- People focus
- Concern for the environment
- Promotion of clean energy
- Interesting and varied design
- Pedestrian spaces
- People will want to work there
- I have a project ready to go

- Consider requiring **security cameras** for surveillance of waste disposal. There has been trash dumping off of Rte 2A on access roads bordering the wetland near the electrical transformer filed behind Cranberry hill. Parking lots make dumping easier.
- Most of those parcels could not be built on today, with modern **wetland regulations**. There needs to be extra concern taken with redevelopment
- Need to make sure that “walkability” includes **connections to trails in the broader community**, i.e. not just loops around HIP
- **Eversource** has programs to help with infrastructure costs for **EV charging**
- The powerlines that cut through the project are a **wildlife corridor** that cross state lines. Powerlines going thru the Hartwell site go thru my area too. In addition to fishers, coyote and raccoons and turkey, the corridor has brought black bear, bob cats, and one year, even a Moose into the neighborhood (documented on camera) as animals migrate from the pressure of development and their homelands disappear. We should plan for the appearance of bobcats drawn by rodents drawn by garbage, and black bear drawn to garbage. Worker education for ways not to attract animals, ways to avoid conflict and support for the town animal control should be part of the plan.
 - Work with other town bodies to do public **education events for workers to promote the importance of Trophet Swamp Wetland** both for water safety and for the hosts of species that live in a shrinking habitat.
 - This lot and building extends directly into the wetland and is a work site with young children. Special planning should be made for this area with concern to **educate childcare workers about the wildlife** (specifically not to try to feed them)
- From what I have seen I think the development is a **wonderful idea**. Looking at Assembly Square and particularly Burlington District and Burlington 3rd Avenue. A pedestrian walkway was added a few years ago that joins Bedford street to bike path As a resident of a neighborhood off of Wood street, I would love to see that **walkway extended** to Wood street. The area is less than a mile walk from my house but the traffic on Hartwell Avenue makes the walk unsafe. Extending pedestrian access to the Wood street would increase foot traffic and alleviate vehicular traffic and need for parking. It would connect neighborhoods and provide custom to new businesses. I would also love to see the sidewalk between the Aloft hotel and Wood street connected up but that's a different question!
- Invite business that **do not generate toxins** into this area.
- Consider making **parking lots permeable** surfaces

Additional **questions** included the following:

- “Are there any **restrictions on restaurants?**”
- “How will **separated bike lanes** be carried throughout the entire zone?”
- “I am concerned about the **60 day process**, does it put the town in a corner to approve quickly? what if the application does not meet our standards?”
- “What precautions in planning will **deter dumping** from back of building into wetlands?”
- “On a slide about reducing the use of **onsite combustion**, it did not indicate that all buildings over six stories require that the building use electricity for HVAC which was part of Article 16. Is that still in a part of these zoning bylaws?”
- “If the **airbase** were to be closed, what would be the effect on the type and size of development that could occur?”
- “Any thought to relocate the **power lines?**”
- “Unclear what “encouragement” means with respect to implementation of HIP values. Is this economic **incentives** for businesses to follow?”
- “Will the new zoning include **“wet lab” space?**”
- “The high tension wires are an animal conduit for bears, and other animals (one year a moose). Are there **guidelines to deter attracting animals** who could run into trouble, (such as securing food waste). Does zoning have guidelines about food waste so animals aren't drawn into the zone? We've had bear and even moose in the area.”
- “Many of the current parcels are 3 to 8 acres. To create a 20,000 square foot lot, will a large lot have to be formally subdivided? Will that be **allowed by right?** As an example, if the property owner of an 8 acre lot wants to cleave off a 20K sf parcel for a restaurant, how would that work?”
- “Is there anything in the bylaws or regulations for the HIP that **sets aside a percentage of new development for certain uses** (i.e. open space, recreation, etc.)?”

Participants in previous forums identified the following priorities:

Participant Priorities	Will be achieved by:
<p>VISION</p> <ul style="list-style-type: none"> • Make the district a “place for people” • Increase sense of cohesiveness of district • Green space, protect mature trees, nature paths • Reflect a modern aesthetic (as opposed to the historic Town center); natural lighting, clean lines and color • More condensed parking 	<ul style="list-style-type: none"> • Zoning requires a 20 ft. wide Pedestrian Amenity Area to include trees, pedestrian amenities and walkways shall be provided along the frontage of all parcels. • Zoning requires a minimum of 15% of developable lot area shall be devoted to Outdoor Amenity Space to include courtyards, street-side or rooftop terraces, habitat/natural space, plazas, etc. • Zoning requires that projects incorporate accessible sidewalks, skybridges, pathways etc. to establish a walkable campus • Zoning requires projects with multiple structures incorporate varied heights, bulk, scales, and size • Zoning requires that first floor of facades incorporate varied fenestration to ensure the design promotes activity and decreases the building scale at the pedestrian level, including bump-outs, entrances, sitting or eating areas, etc. • Zoning strongly encourages structured parking is strongly encouraged and shall be located to the side or rear of the property • Zoning requires that first floor of parking structures facing public rights-of-way be designed to create useable spaces (e.g. conference area, fitness center, etc.)
<p>SUSTAINABILITY</p> <ul style="list-style-type: none"> • Decrease emissions produced by buildings • Maximize non-car transportation options • Visible sustainability (e.g. solar energy, recycling) • Prioritize native species in green spaces 	<ul style="list-style-type: none"> • Site Plan review will include applying sustainability principles • Zoning encourages buildings to be designed to meet LEED certification requirements. • Permitting Process will require Trip Reduction Plan and/or a Parking and Transportation Plan in order to obtain approval. • Town-wide Zoning requires that all projects comply with Stormwater Management Regulations • Site Plan review will apply sustainability principles including use of renewable energy sources

Participant Priorities	Will be achieved by:
<p>TRANSPORTATION</p> <ul style="list-style-type: none"> • Reduce number of single occupancy vehicle trips • More access to transit • Safer access to the to the Minuteman Bikeway 	<ul style="list-style-type: none"> • Zoning requires that roofs be designed to incorporate green or blue roofs, solar or alternative energy • Zoning requires that mature trees be preserved, street trees are installed every 20-30 feet and all trees removed 6-inch DBH or greater be replaced. • Zoning require electronic vehicle charging stations for a minimum of 10% of total parking spaces • Zoning requires that Outdoor Amenity space include passageways for pedestrians and bicycles • Zoning requires that the Pedestrian Amenity space establish a transition from the public streetscape onto the property • Permitting will require Trip Reduction Plan in order to obtain approval. These will include mode shift goals and ways of achieving them.



Summary of Public Forum Hartwell Avenue

Focus on:
Update on Zoning and Process

January 21, 2021

The Town of Lexington invited stakeholders to a virtual public forum to update them on the Draft Zoning and related regulations that are proposed to guide the future development of the Hartwell Innovation Park district. Additionally, the presentation responded to public input to date. There were 36 participants.

Participants in previous forums had expressed an interest in:

- More Town oversight of uses and look
- Stricter regulations especially with regard to sustainability
- More stringent requirements regarding providing transportation options
- Thoughtful and intentional landscape choices

Amanda Loomis, Lexington's Town Planner reviewed the expedited approval process which is one way the Town is encouraging redevelopment in the District. She also explained the way in which the Town would oversee the permitting process and identified the various Town Departments that would be involved in reviewing a proposed development. The updated Zoning Map defining the district was also presented. Ms. Loomis reviewed the updated Use Tables that define which uses are allowed By Right, which by Special Permit, which trigger the need for Site Plan Review and which are not allowed. The main use changes are with regard to Light Manufacturing, Life Sciences and Technology uses. She explained that most projects in the HIP district will require either minor or major site plan review.

PROCESS, REGULATIONS AND GUIDELINES

How will the Town guide and regulate desired uses and appearance of redevelopment and mitigate potential impacts?

- Approval Process
- Design Guidelines
- Use Tables
- Zoning Map
- Sustainability Standards
- Landscape Design
- Transportation Management Overlay District

STAFF REVIEW

How will Town Staff oversee the process?

- Conservation Department
- Economic Development
- Fire Department
- Police Department
- Public Information Officer
- Sustainability
- Transportation
- Zoning Administration
- Health Department
- Planning Office
- Department of Public Works

Stella Carr, Director of Sustainability for the Town of Lexington explained how the Town will hold developers to a high standard with regard to sustainable building practices, use of renewal energy, and sustainable landscape guidelines for redevelopment of the Hartwell Innovation Park and is developing a Sustainability Framework within which to review a proposed project. She discussed the use of a Lexington LEED certification checklist to be used town-wide.

SUSTAINABILITY

How will the Town require redevelopment to protect the environment and encourage net zero development?

LexLEED Sustainability Checklist

- Holds developers to a higher standard
- Going beyond standard LEED Gold

Sheila Page, Assistant Planning Director for the Town of Lexington discussed the ways in which the Town will encourage mode shifts and the reduction of single occupancy vehicle travel. She explained that developers can opt to abide by traditional zoning or to work within the rules of the Traffic Overlay District regulations and how both of these result in ways in which the Town can hold developers accountable to mitigating traffic.

TRANSPORTATION

Encouraging mode shifts & reducing SOV travel

HIP Zoning

- Electronic vehicle (EV) charging stations
- Bicycle parking
- Carpool parking
- Bus stops for TMA's
- Shared parking
- Pedestrian and bicycle connections

Overlay District Regulations

- Parking Maximums
- Mitigation Funding
- Transportation Demand Management
- Performance Measures

Concerns/Questions include:

- **Uses:**
 - Will Homeland Security be able to build holding cells?
 - Would marijuana cultivation, processing, distribution and sale be allowed by right?
 - Do any current businesses in the district become prohibited or are they grandfathered?
- **Traffic impacts**
 - How will the Town enforce the developer's promises in terms of mitigating traffic impacts?
- **Requiring solar roofs**
 - May be expensive to remove in order to repair roofs over time
- **Sustainability**
 - Don't be too prescriptive as technology changes quickly. Specify the goals but allow the developer to choose how to meet them.
 - Encourage use of new technologies for electrification of buildings

Suggestions offered by participants included the following:

- *"Consider free-standing solar which may include canopies that shade parking, but which are not placed over a roof covering which is expected to remain leak-free"*

- *“Put solar panels on top of structured parking and make green roofs on top of buildings.”*
- *“Reach out to more residents by posting a recording of this forum on the project website.”*
- *“Do we want to outline expectations or imperative to decarbonize?”*
- *“We may want to change the name of the Sustainability Checklist. LEED is most likely a registered trademark.”*
- *“Encourage bike sharing and the provision of bicycle parking.”*

Outreach Conclusion

September 2020-January 2021

